BOMBAY GAZETTE

EXTRAORDINARY.

SUNDAY EVENING, SEPTEMBER 6, 1840.

LATEST NEWS FROM CHINA.

FROM THE CANTON REGISTER EXTRA, JUNE 25.

PUBLIC NOTICE OF BLOCKADE OF THE RIVER AND PORT OF CANTON.

By Sir James John Gordon Bremer, Knt, C. B, K. C. H., Commodore of the 1st Class, and Commander in Chief of Her Britannic Majesty's Ships and Vessels of War, employed and to be employed on the East India Station and Seas adjacent.

In pursuance of the Commands of Her Britannic Majesty's Government, I do hereby give notice that a Blockade of the River and Port of Canton by all its entrances will be established on and after the 28th instant.

Given under my hand on board Her Britannic Majesty's Ship the Wellesley, in Macao Roads, this Twenty-second day of June 1840.

J. J. GORDON BREMER.

By Command of the Commander in Chief,

WM. DYER.—*Secretary*,

By Sir James John Gordon Bremer, Knt. C. B. K. C. H., Commodore of the Frst Class and Commander in Chief of Her Britannic Majesty's Ships and Vessels employed and to be employed on the East India Station and Seas adjacent.

With a view to the convenience of British and other Foreign Merchant Ships resorting to the Coast of China in ignorance of the Blockade of the River and Port of Cantou, Notice is hereby given that the Senior Officer off that Station has been instructed to permit them to repair to, and remain at any anchorages in the neighbourhood of the Port, which he may see fit to indicate from time to time.

Until further notice, it is to be understood, that the anchorages of rendezvous for such purposes of convenience, are Capsuymoon and Macao Roads.

Given under my hand on board Her Britannic Majesty's Ship "Wellesley" in Macao Roads, this twenty second day of June, one thousand eight hundred and forty.

J. J. GORDON BREMER.

By Command of the Commandar in Chief.

WM. DYER,—*Secretary*.

H. M. Ships and transports, in the Chinese Waters on the 23rd of June 1840, forming part of the expedition to China.

H. M. S. *Druid* 44, captain Smith, H. M S. *Volage*, captain Warren, and H. M. S. *Hyacinth* captain.——

ARRIVED.—9th inst. H. M. S. ALLIGATOR, 28,——Kuper, Esq. captain. 16th H. C.o's armed steamer, MADAGASCAR, captain Dicey 21st H. B. M. Ships, WELLESLEY, 74 guns. Thomas Maitland, Esq. captain, bearing the broad pennant of commodore. Sir J. J. Gordon Bremer. CRUIZER 16, H. W. Giffard. Esq. commander. ALGERINE, 10, T. S. Mason, Esq. commander, and Rattlesnake Troopship.——Brodie, Esq. commander H. E. I. Company's Steamers. QUEEN captain Warden, ATALANTA, captain Rogers, and with the Transports, BLUNDELL, Trail. DAVID MALCOLM, Malcolm, DEFIANCE, Evatt, EAGLE,——EDMONDSTONE, Macdougal, ERNAAD, Hill, INDIAN ORK, Rayne, ISABELLA ROBERTSON' Cole, JOHN ADAMS, Eales, MEDUSA, Purdie, MERMAID, Sedgwick, RAHOMANY, Lauders, RUSTOMJEE COWASJEE, Gallie, STALKART, DIXON, SULIMANY, Macfarlane, VICTORIA, Potter, WILLIAM WILSON, Hawkins. from Singapore. 22nd H. M. S. CONWAY, 28, C. Drinkwater Bethune, Esq. captain; LARNE, 20, J. P. Blake, Esq. captain, with transports—ELIZABETH AINSLIE, Lyster.——, FUTTAY SALAM, Gillet, MAHOMED SHAH, Ovenstone, from Singapore 11th inst.

The above list of arrivals in the Chinese Water has reference to the most important event that it has ever been our fortune to record in the pages of the *Canton Register*: the presence of an armed British force in the Chinese empire to enforce reparation for injuries done to British subjects and the restitution of spoliated British property.

The first arrival of this armament was H. M. Ship *Alligator*, 28th—Kuper, Esq., captain, between 2 and 3 A. M. on the 9th instant, in the Kapsuymoon, at the very moment that the Chinese officers had sent in about eighteen fire-rafts, constructed of old outside fishing boats and some cargo boats, chained together two and two and filled with combustible matter of all descriptions, to burn the British shipping.

The fleet did not suffer any damage from these rafts, set adrift before the wind and tide; and they were speedily towed on shore by the boats of the squadron.

Thus at the very instant of his arrival, captain Kuper found his countrymen and the Chinese engaged in hostilities.

We may here repeat that previous to this third attempt to burn the English fleet, the Chinese government had sent a boat load of *poisoned* tea packed in small parcels, to be sold to the sailors; this nefarious attempt it is reported was thus discovered. The boat was captured by pirates, who sold her cargo to their fellow-countrymen; many deaths followed the use of the poisoned tea; so many, that it is said the attention of the district magistrates was drawn to the circumstances. Thus, truly,

"——even handed justice
Commands the ingredients of *their* poisoned chalcee
To *their* own lips.

The *Alligator* brought the overland mail of the 4th of March, and was followed by the Hon. E. I. Company's armed steamer *Madagascar*, Captain Dicey, which vessel arrived on the 16th inst. On the 15th and 20th H. M. S. *Alligator* and H. Co.'s steamer *Madagascar*, respectively anchored in the roads and saluted the city of Macoa with 19 guns, which on both occasions was immediately returned by the Fransiscan fort.

H. M.'s ship of the line *Wellesley*, bearing the broad pennant of commodore Sir James John Gordon Bremer, Knt. C. B. K. C. H, commander in chief on the Indian station, arrived last Sunday, the 21st instant, with H. M. ships *Cruizer*, *Algerine*, *Rattlesnake* (troop-ship), the H. E. I. company's armed steamers *Queen* and *Atalatna* and 18 sail of transports in company, having on board H. M.'s 49th, 26th (cameronians) 18th (Royal Irish) the sepoy volunteers from Calcutta, and a detachment of sappers and miners from Madras. We are happy to report that the troops have arrived in the highest condition of health and spirits, under the command of colonel Burrell; but our readers will regret to learn that colonel Oglander, of the Cameronians, is indisposed.

On Monday evening two of the squadron with some of the transports proceeded to the northward; and this morning H. M. S. *Wellesley* with the rest of the squadron—except those hereafter mentioned—stood to the southward to join the transports said to be outside, after which junction the whole squadron and transports will proceed to the northward.

H. M. ships *Druid*, *Volage*, *Hyacinth*, *Larne* and the H. company's armed steamer *Madagascar* remain to enforce the blockade of the river and port of Canton by *all* its entrances, which blockade is to be established under the strictest form on Sunday next the 28th instant.

Two transports with troops are also left under the command of the senior officers; probably with a view of protecting this settlement, or to ulterior operations in this province on the arrival of admiral Elliot.

The reverend Charles Gutzlaff, second interpreter to H. M.'s commission in China has joined the *Wellesley*; and Mr. John Robert Morrison, the chief interpreter, remains, to join admiral the honorable George Elliot, who is daily expected with his squadron either direct from the Cape of Good Hope or from Trincomalee. The *Blenheim* 72, *Blonde* 42, *Nimrod* 20, *Wanderer* 18, and the *Pigue* 42, *Inconstant* 36, *Andromache* 36, and *Hydra*, steam frigate, are expected to join H. E. in the Indian seas.

Lord Jocelyn, the honorable capt. W. H. Osborne, I. H. Astell and H. M. Clarke, Esqs., have arrived from Calcutta, as *amateurs* in the expedition. They will proceed to the northward in some of the ships of the squadron, and be spectators of the tragedy of "Autumn in the house of Han;"—or less metaphorically—"The sorrows of *Han*."

Thus, then, 1840 years after the Christian era, the Caucasian and Tunguslan faces are on the eve of being brought into hostile contact; the Tunguslan race tracing its paternal form of government, on which principles the people and their families are governed at the present day, to more than two thousand year's before that epoch! Surely, this is a great event in the annals of the world!—Two great nations, wide as the poles asunder, after a commercial connection of more than two hundred years, are now about to rush into mortal conflict. *Jacta est alea*—the die is cast, and it is useless for us now to dilate upon the causes of the disruption of two vast empires, even if we had not on many occasions in many numbers of the *Register* discussed, fully as we think, the most moving incidents which have caused the present hostile position of England and China; but we now express our deliberate opinion that the motto of England—*Dieu et mon droit*—can be most justly made the war-cry of her sons on the shores of the celestial empire, should its government, unhappily, continue obstinate in its ignorance and confident in the enchantment with which it has enthralled so large a portion of the human race for centuries: for it is not an unfair conclusion that the numbers of the population of the Chinese empire has had nearly a relative proportion to the rest of mankind as far back as the third century B. C.—when *Tsin*—the burner of the books, the destroyer of the literati, and the builder of the great wall—conquered the contending states and consolidated the various principalities into one empire,—as at the present day.

There is no doubt that every particular arrival, and every movement of the British squadron is immediately communicated to the governor of Canton; and H. M. ships and regiments having now arrived in the Chinese waters, the delicacy which we felt sometime ago in alluding to their expected arrival we feel now to be useless and unnecessary; perhaps the more the governor now knows the better for both sides, as such knowledge will only serve to encrease his already awakened fears: fear and avarice are the most impressible passions of the Chinese officers.

The point of destination to the northward we know not; we have not authority on which we can raise even a surmise; the movement may have been made merely for the purpose of gaining a higher latitude and placing the fleet beyond the range of tyfoons; but we fervently hope the object of the expedition is to take possession of Tinghae district in the province of Chekeang:—in other words, of the island of Chusan, and with the overpowering force that has already sailed we think this object could be attained without spilling a drop of blood. This island,—some late descriptions of which will be found further on—which we have republished for the information of distant readers who must be greatly interested in the passing events in China—bears nearly the same relation to the province of Chekeang as the Isle of Wight does to Hampshire. In possession of this fair, fertile, and populous spot as head-quarters:—and the military possession of this district would be a severe blow to the imperial government for part of the celestial territory would then be in the hands of strangers;—from thence a mission might be sent to the Pei-ho, or north river, which is navigable for large boats up to the city of Tung chowfoo, 12 miles E. b. S. from Peking. We have little doubt that, should a mission be sent, as a politic and friendly preliminary proceeding becoming a civilised nation and the high standing of England, it will fail: no answer will be given, much less positive and satisfactory answers. It will be ordered away, H. M. ships will be ordered to leave the Chinese waters and the British troops to evacuate Tinghae; then perhaps, the imperial dragon may deign to give an answer—but not till then. In the then emergency it rests with the commanders in chief to adopt such measures as to compass the objects of the expedition: which are—in the words of Lord John Russell—to obtain reparation for the insults and injuries offered to Her Majesty's superintendent, and Her Majesty's Subjects, by the Chinese government; and in the second place, they were to obtain for the merchants trading with China an indemnification for the loss of their property, incurred by threats of violence offered by persons under the direction of the Chinese government; and, in the last place, they were to obtain a certain security that persons and property in future trading with China shall be protected from insult or injury, and that their trade and commerce be maintained upon a proper footing.

Add to this, from the speech of Her Most Gracious Majesty, that—"The interests of the British nation are to be protected and the dignity of the British crown is to be sustained."

We pause here to remark that the loss of property was incurred by much more than threats of violence: we were forcibly detained prisoners, our supplies of provisions were stopped, and our native servants were ordered away, and, eventually, the lives of the hong merchants and our own were in peril.

We have ventured to express our opinion as to the policy of taking immediate possession of Tinghae, because we think it is only by such a decided step that any impression can be made on this haughty, ignorant, but self-confident government: it will be also only acting towards it as its organ the high commissioner acted towards the British merchants:—"If opium is not surrendered in *three* days the hong merchants shall lose their heads." Our operations against the Chinese government should be *pari passu* with their own against all other government. We must be fire with fire, threaten the threatener: the Tunguslan is not to be treated with on the same terms as the Caucasian race; and in ruling or coercing those tribes, the saying of Ferishta, the Mogul historian, when speaking of Humaioon the emperor of Hindustan and father of Acbar,—should be remembered:—"In one word; *had he been a worse man, he would have been a greater monarch.*"

Bonaparte also observed—"that he who gives himself up to war or politics must suppress the feelings of his heart."

From the Chinese government we must expect nothing but falsehood, deception, breaking of promises and treaties, treachery in all its most revolting forms, flattery, cringing, suppleness, while warring or treating with its pride, haughtiness, contempt and unrelenting cruelty if unsuccessful or in its power; but it should be borne in mind that the tribe of Mantchoo Tartars who subdued the empire did not much exceed 20,000 soldiers and that their dynasty has become unpopular, particularly so under the actual monarch, whose reign is considered as having been throughout extremely unhappy, and only distinguished by national misfortunes: for during the last twenty years, dearths, inundations famines, earthquakes and numberless calamities by flood and fire have abounded.

We conclude with an ardent wish that the Chinese government may see the danger in which it is involved, and act justly, and retract its high pretensions in time; but under any the most favorable circumstances we think it will be a long time—the duration of which we can at present form no opinion—before any amicable foreign relations will be renewed: but it may be shortened by protecting and conciliating the people, and by respecting private property afloat or on shore, not only in China, but in all the British settlements where there are Chinese colonists.

The Chinese in Macao express their confident opinion that an audience of the emperor will not be obtained: and we are inclined to the same opinion,—particularly if we commence with *protocoling*.

It is reported that an edict is just published, offering rewards for captain Elliot and the rest of the English, dead or alive!

This is quite the style of Chinese bullying braggadocio.

TING-HAE—OF CHUSAN.

(*From Staunton's embassy.*)

The Clarence proceeding towards Chusan, came in the dusk of the evening to a long projecting promontory, called Keeto point It is the extremity of a chain of mountains upon the Chinese continent, composed apparently of masses of granite. Round this point the tide ran in whirling eddies, with a rapidity that would force into its vortex a ship of the largest size, unless a strong breeze enabled her to sail past it. Within a hundred yards of the point, the mud is brought up from the bottom in such quantities as to excite alarm, lest the ship should strike the ground, in those who are not aware of the vast depth of water in this spot, which exceeds one hundred fathoms. A little to the southward of the point, the Clarence found good anchorage, in seventeen fathoms, where it was thought prudent to remain that night, as the passages among the islands leading to Chusan were narrow and intricate. In consequence of the regulations of the vigilant government of China, a report of her approach had already reached Chusan; a Chinese vessel anchored near her, from which an officer came on board to announce that the next morning his barge should conduct the foreign vessel into the harbour of Chusan, whither she was supposed to be bound. She proceeded with the early morning's tide, and after passing through several narrow straits, arrived in that harbour.

Between the Quesans and Chusan harbour, through a space of about fifty miles in length, and thirty in width, the number of islands exceeds three hundred. A dangerous rock (not that of the Holderness already mentioned) on which the Hindostan struck on her return to the southward, is met with in the passage to Chusan harbour. By a perusal of the manuscript journals of the English East India company's ships which had sailed formerly to Chusan, it appears that the Northumberland in the year 1704, was the only one on board of which it seems to have been known that such a rock existed. In her log-book it is observed that "they kept Kee-to point open with Deer island, "to avoid a sunken rock that lay off Sarah Galley "island; which, and the flag-staff on Chu-san "hill, being both in one, the ship is abreast of "it."

The part of the harbour in which the Clarence anchored, was distant about half a mile from a landing place near the house of the Tsungping, or military governor, who presided in this place, and which bore from the brig north-east by north; the depth of water was five fathoms. In this situation the four passages into the harbour were so shut in, that none of them were visible. It looked like a lake surrounded by hills; and a person standing upon the deck of the Clarence at anchor, could scarcely point out how she got there. The extent of the harbour, from north to south, is little more than a mile; but it is near three miles from east to west. The rise and fall of the tides makes a difference of about twelve feet. The time of high water, at the full and change of the moon appears to be about twelve o'clock. The tides, however, are very irregular, and vary according to the wind, and the eddies produced by such a multiplicity of islands. At the anchoring place of the Clarence the flood and ebb ran in the same direction, within three points of the compass, the current setting constantly between east and north-east by east; and for the two days and nights, during which that vessel continuee in the harbour, her head always pointed nearly to the same objects on the manuscript journal of the Stringer galley, in the year 1708. where it is mentioned that "in the distance of two leagues among the Chusan islands "the irregularities of the tides were such that, "there was the difference of two hours in the time "of high water in the two places."

Among these numerous islands there are almost as many valuable harbours or places of perfect security, for ships of any burden. This advantage, together with that of their central situation, in respect to the eastern coast of China, and vicinity of Corea, Japan, Loochoo, and Formosa, attract considerable commerce especially to Ningpoo, a city of great trade in the adjoining province of Chekeang, to which all the Chusan islands are annexed. From one port in that province twelve vessels sail, annually, for copper to Japan.

Soon after the Clarence had anchored, some civil and military officers came on board to inquire the occasion of her visit; which being declared, it was settled that the party should go ashore the next morning, and wait on the governor to make their demand. With these officers came to serve as an interpreter, Chinese merchant, who had formerly been connected in trade with the agents of the East India company, while they were allowed to frequent that part of China. He still retained somewhat of the English language. By this man's account, the English had given no just cause of dissatisfaction in this place, tho' they have been interdicted from it, through the means as is most likely, of the superior influence of the officers governing at Canton, who are supposed to draw large sums from the accumulation of foreign trade in that port; and perhaps also from the increasing apprehension, on the part of the Chinese government of the ill effects which might arise from an unrestrained communication between foreigners and the subjects of that empire, in several of its ports at the same time. The Chinese merchant still recollected with pleasure the names of Mr. Fitzhugh and Mr. Bevan, two of the company's principal agents at Ningpoo and Chusan; and indulged a hope that the English trade would be again permitted there. He explained the reason why a salute by the Clarence of seven guns was answered by three only from the shore, by observing, that among the regulations of economy in the Chinese government, no greater number is permitted to be fired from the same spot, on any occasion of compliment. This circumstance led him to mention their rule in saluting, to point their guns always into the air; adding, that if such a prundential caution had been practised by the English, the accident would not have happened at Canton, when two Chinese were killed by a shot from an English vessel on a rejoicing day, which endangered the continuance of the British trade in China, and ended in the capital punishment of the gunner: the Chinese government taking it for granted, that guns pointed horizontally, must be really meant, whatever might be the pretence, for mischief.

* * * *

The party, thus obliged to defer their return to the Lion, went to view the city or walled town of Ting-hai, situated within a mile from the large open village or suburb, built along the shore. The way from one to the other was over a plain, intersected with rivulets and canals in various directions, which possibly might serve among other purposes, for that of separating the different properties of individuals. The ground was cultivated like a garden; not a single spot was waste, and the road, tho' good, was narrow, as if in order that as little land as possible should be lost to culture.

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The city walls were thirty feet high, and like those of a large prison, overtopped the houses which they surrounded. Along the walls, at the distance of every hundred yards, were square stone towers. In the parapets were also embrasures, and holes in the merlons for archery; but there were no cannon, except a few old wrought-iron pieces near the gate. The gate was double; within which was a guard-house, where military men were stationed; and the bows and arrows, pikes, and matchlocks, orderly arranged, were no doubt, intended for their use.

Of the towns of Europe, Ting-hai bore the resemblance most of Venice, but on a smaller scale. It was, in some degree, surrounded, as well as intersected, by canals. The bridges thrown over them were steep, and ascended by steps, like the Rialto. The streets, which were no more than alleys or narrow passages, were paved with square flat stones; but the houses, unlike the Venetian buildings, were low, and mostly of one story. The attention, as to ornament, in these buildings was confined chiefly to roofs, which, besides having the tiles that cover the rafters luted and plastered over, to prevent accidents from their falling in stormy weather, were contrived in such a form as to imitate the inward bend of the ridges and sides of canvas tents, or of the coverings of skins of animals or other flexible materials, effected by their weight; a form preferred, perhaps, after the introduction of more solid materials, in allusion to the modes of shelter to which the human race had, probably, recourse before the erection of regular dwelling houses. On the ridges of the roofs were uncouth figures of animals, and other decorationse in clay, stone, or iron. The town was full of shops, containing chiefly, articles of clothing, food, and furniture, displayed to full advantage. Even coffins were painted in a variety of lively and contrasting colours. The smaller quadrupeds, including dogs, intended for food, for food, were, as well as poultry exposed aliva for sale, as were fish in tubs of water, and eels in sand. The number of places where tin-leaf, and sticks of odoriferous wood were sold for burning in their temples, indicated no slight degree of superstitutions disposition in the peple, Loose garments and trowsers were worn by both sexes; but the men had hats of straw of cane which covered the head, their their, except one long lock, being cut short or shaved; while the women had theirs entire, and plaited and coiled, becomingly, into a knot upon the crown of the head, as is sometimes seen on the female statutes of ahtiquity. Thoughout the place there was an appearance of quick and active industry, beyond the natural effect of a clime not quite thirty degrees from the equator; a circumstance which implied the stimulus of neeessity compelling, or of reward exciting, to labour. None seemed to shun it. None asked alms, Men only were passing busily though the streets. Women were seen, chiefly in the shops, and at their doors and windows.

From the 6th Vol. of the Chinese Repository.

Chusan, or Chowshan, is a large island, about 70 miles in length and 15 in breadth, surrounded by numerous islands and islets of every grade, from about one fourth the size of the principal island, to mere barren rocks just rising above the surface of the water. No description could afford any correct notion of the relative position of islands so numerously scattered in all direetions. The largest number is to the south of the principal island. This island lies nearly opposite to the river of Ningpo. On its southern side is a considerable walled town, named Tinghae, in front of which is the principal harbour which the islands afford, in lat. 30d 36' north, lon. 121d. 41 east, accordiog to Horsburgh, but somewhat diferently by others. The depth of water in the harbor is from five to seven fathoms. It is completely landlocked and sheltered from all winds. A long, and narrow neck of land extending faom the ffiain, terminates in Kittow (Ketow) point, three or fourleegues to the southward of Chusan harbor. Running along the northern shore of this land, we shortly reach the entrance of the river of Ningpo. Kintang on the east, and Pooto on the west of Chusan, are among the larger and more beautiful islands of this extensive group. Pooto possesses a peculiar attraction in the number of splendid temples and picturesque grottoes which cover it. (See Gutzlaff's journal, in the second volume, and the voyage of the Huron, in the fourth volume of the Repository.)

Ningpo is the chief city of a department, and a place of extensive trade. It is situated on the north bank, five or six leagues up the river Tahea the mouth of which is about nine leagues distant from Chusan harbour. The channel for entering the river is between some small islands and the eastern points, having on the bar from 3 to 3½ fathoms, and at the anchorage inside from 5 to 6 fathoms. The town of Chinhae is situated immediately within the mouth of the river, and opposite to it is the anchorage, in lat. 29d 54' north, long 121d 52' 30' east.

Directly to the northwestward of this river is a a deep gulph, the disemboguement of the river Tseentang. A few miles up this gulph is Hangchou foo, the capital of the province Chekeang, a place celebrated for its silk manufactures, and the seat of an extensive maritime as well as island trade. Kanpoo (supposed to be the Canfu of the Mohammedan travellers in the eighth century) was formerly the port of Hangchow, but the gradual accumulation of sands has rendered it necessary to move further out towards the sea, to a place named Chapoo, situated like Kanpoo on the northern side of the gulph. From hence is carried on the trade with Japan, consisting of twenty large trunks annually. The embankments raised against the encroachments of the sea, and the extensive salt works, in this neighbourhood, are objects of interest.

After a run of about sixty miles from the Tahea river, we pass the northern most islands of the great Chusan archipelago, and having entered the province of Keasngoo, steer northwestward, toward the embrouchure of the Yangtsze keang, having the low mainland on our left, and the alluvial island Tsungming on our right. The depth of water here is from 3½ to 5 fathoms, muddy bottom. About forty-five miles further we turn southward into the Woosung river, one of the numerous streams which in this neighbourhood intersect the country in every direction. The city Shanghae, a large commercial place, is situated on the right bank of the Woosung. about twenty or twenty five miles up. The anchorage at the mouth of the river is in lat 31d. 25. north, lon. 121d. 1'. 30". east. It has been several times visited by foreigners since 1833, when the lord Amherst first touched there.

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